

PROJECT STATUS CON'T

The streetscape opinions of probable construction costs have been revised due to the following items:

- The proposed typical section for West Lee Street from Coliseum Boulevard to Aycock Street was revised to stay within the existing right-of-way. This section will match the typical section from Aycock Street to S. Eugene Street. The functional design immediately between Coliseum Boulevard and Aycock Street was revised resulting in a cost *decrease*.
- The opinions of probable construction costs were revised to indicate the projected costs at the assumed design year. The unit prices used in the opinions are based on 2009 costs, plus a 3% inflation factor. This change resulted in a cost *increase*.
- The undergrounding of the secondary power supply will require conversion of the private utility overhead connections. A cost for private connection conversions was added. The total project cost from Veasley Street to S. Eugene Street with Utility Option 3 was revised resulting in a cost *increase*.
- The mobilization, engineering and contingency adjustment was reduced from 15% to 10% resulting in an overall cost *decrease*.

In summary, based on the current opinions of probable construction costs, the recommended section from I-40 to Coliseum Boulevard would cost approximately \$7.86 million which is a net increase of \$230,000 from the November 2009 opinions of probable construction costs. This cost still falls within an acceptable range of the \$7.5 million approved budget as part of the November 2008 Transportation Bond. Additionally, the recommended section includes improvements to two key gateway intersections and enhances four major intersections. Given the project budget constraints and overall goal of the Implementation Plan, these improvements would have the greatest impact. The recommended prioritization and implementation schedule for the entire streetscape improvements are shown in **Table 2**.



HIGH POINT RD / WEST LEE ST STREETSCAPE PROJECT

VEASLEY STREET TO SOUTH EUGENE STREET

CITY SEEKS YOUR INPUT ON PROJECT DESIGN

Welcome! Thank you for attending this public meeting for the streetscape improvements to High Point Road and West Lee Street. This handout provides you with information concerning project location, project history, overview of Streetscape Implementation Plan, recommendations, and proposed before and after renderings.

The November 2008 Transportation Bond Referendum passed by voters included \$7.5 million for a streetscape project along High Point Road and West Lee Street. The City of Greensboro has completed the Streetscape Implementation Plan and functional design for the streetscape improvements from Veasley Street and South Eugene Street. The implementation plan has been developed in a manner supportive of the City's High Point Road/West Lee Street Corridor Plan-Phase I.

The functional design plans include streetscape elements that serve the following objectives:

- Continue to serve vehicular traffic
- Enhance the pedestrian environment
- Make the roadway more bicycle friendly
- Improve transit accommodations
- Improve the visual aesthetics of the corridor

Inside this handout is a comment sheet which gives you the opportunity to communicate your ideas and opinions to the project team and gives you the opportunity to join the project's email list. You are encouraged to complete the enclosed comment sheet tonight or email your comments to:

chris.spencer@greensboro-nc.gov.

You may also visit the project website at:

<http://www.greensboro-nc.gov/hpleestreetscape/>.

Thank you for your participation.

PROJECT CONTACT

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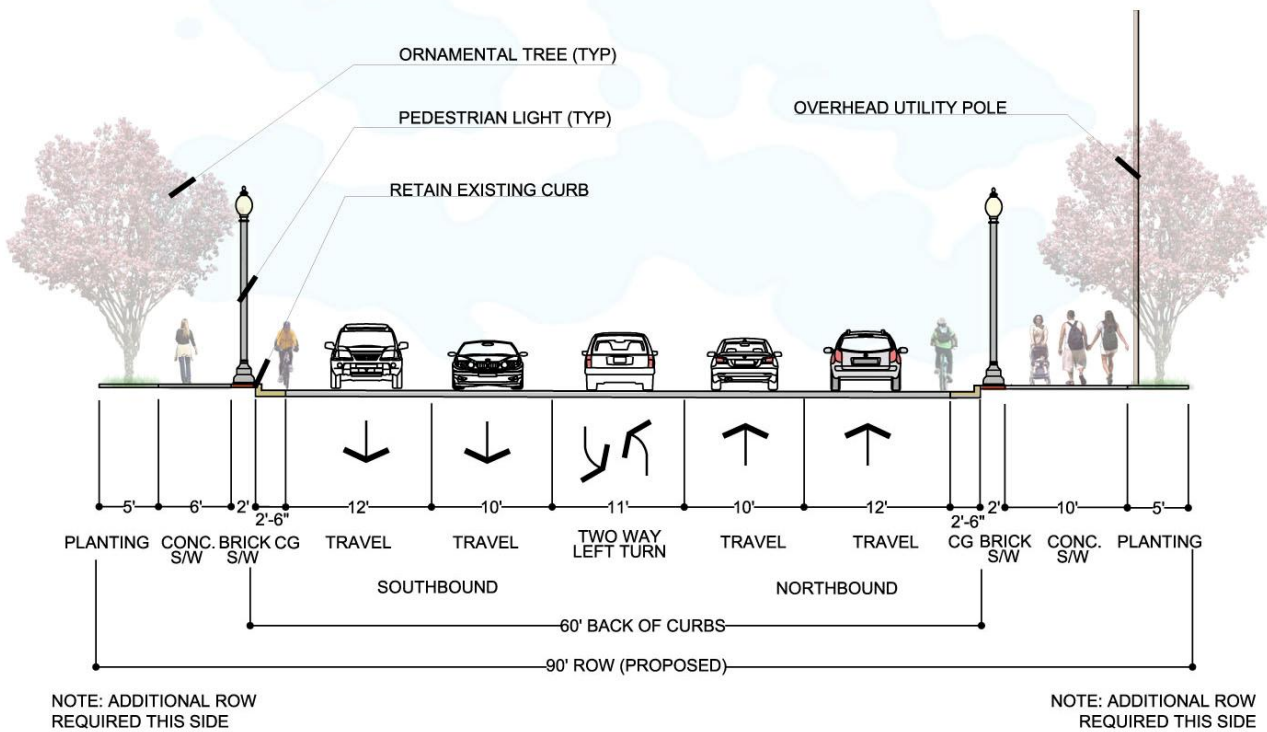
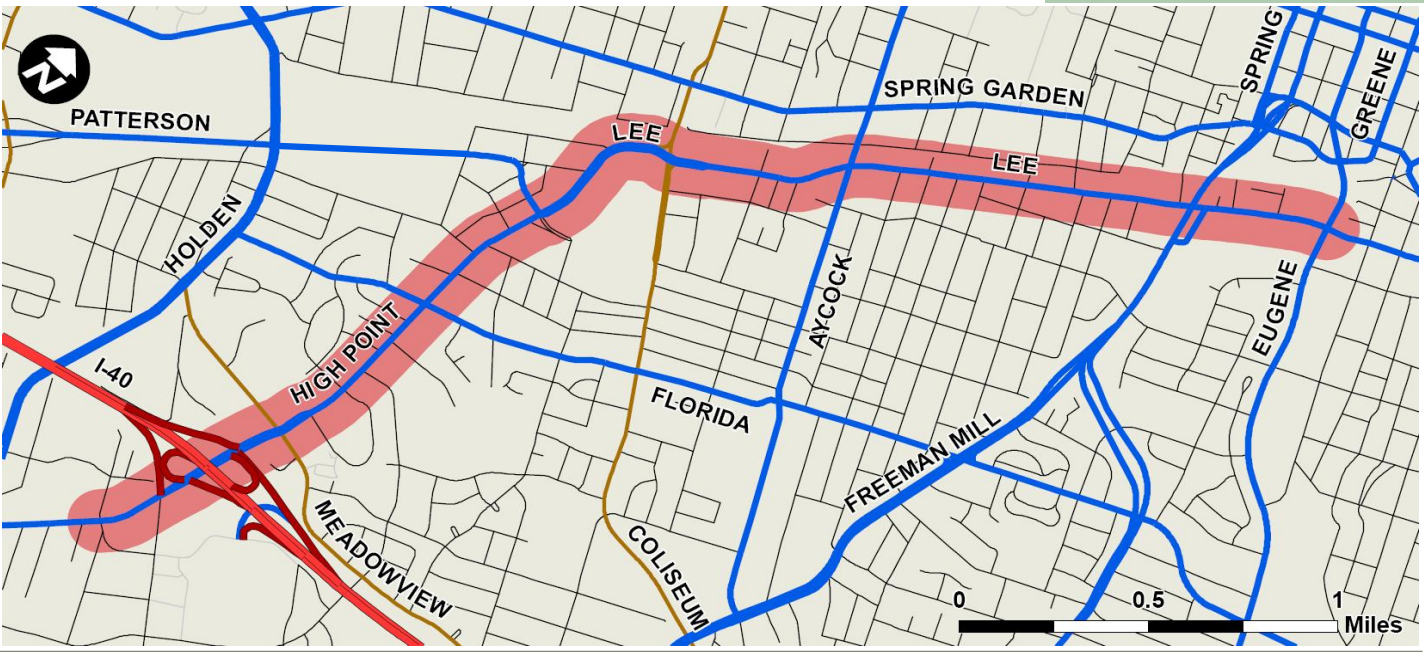


Figure 1: Phase I Typical Section from Meadowview Road to Patterson Street

PROJECT STATUS



Project History:

The High Point Road/West Lee Street corridor extends from South Eugene Street to Groometown and Hilltop Roads. This corridor was identified as a key reinvestment corridor in the City of Greensboro’s Connections 2025 Comprehensive Plan adopted in May 2003. The High Point Road/West Lee Street Corridor Plan – Phase I (the “Corridor Plan”) was developed to serve as a guiding document for future public and private development and redevelopment along the High Point Road/West Lee Street corridor from South Eugene Street to I-40. The Corridor Plan was adopted by the City of Greensboro in December 2008.

The Transportation Bond referendum passed by voters in November 2008 included \$7.5 million for a streetscape project along High Point Road/West Lee Street. The City of Greensboro contracted with Kimley-Horn and Associates, Inc. to develop a Streetscape Implementation Plan (the “Implementation Plan”) and functional design for streetscape improvements along the High Point Road/West Lee Street corridor from Veasley Street to South Eugene Street.

In October 2009, a draft Implementation Plan and functional design were completed and presented to the public at the November 11, 2009 public meeting. In an effort to incorporate comments and suggestions, the Implementation Plan and functional design has been revised and finalized. The report’s recommendations are based on the Corridor Plan, local stakeholder and public input, improvement feasibility guided by engineering, and opinions of probable construction costs.



Overview of Streetscape Implementation Plan:

The Implementation Plan defines the corridor vision to enhance the High Point Road/West Lee Street corridor as reconfiguring the street to improve corridor safety and encourage new patterns of investment; improve corridor appearance with a new streetscape design, provide safe and attractive access to corridor area destinations for pedestrians, bicyclists, and transit riders; and guide the future development, redevelopment, and investment along the corridor.



The design recommendations include enhancements to the pedestrian environment, in-street bicycle accommodations, connections to adjacent bicycle facilities, and transit amenities. The Implementation Plan improves the overall function, appearance, and aesthetics of the corridor by adding decorative street lighting, constructing mast arm signal poles, widening sidewalks, installing landscaping, and adding street furniture. The aesthetic enhancement of the corridor incorporates several components, all with the objective of creating a welcoming gateway to the City of Greensboro.



Updated Recommendations:

Opinions of probable construction costs were calculated for five different street sections in order to determine how to most effectively use the available funds to achieve the above mentioned goals. Additionally, to address the corridor’s overhead utility lines, separate opinion of probable construction costs were calculated for five different utility options. After a thorough evaluation of all considerations, the Implementation Plan recommends that the City of Greensboro prioritize the roadway between I-40 and Coliseum Boulevard with Utility Option 3. This utility option entails replacing the wires that run across the street by boring or directionally drilling new wires under the road, undergrounding the secondary distribution lines along the north side of the road, and replacing the weathered primary power poles with taller wood poles. On November 11, 2009, a draft functional design and proposed implementation schedule was presented. This implementation schedule is shown in **Table 1**.

Table 1: Proposed Implementation Schedule (November 11, 2009)							
		Opinion of Probable Construction Cost (Millions)		Completion Date			
Phase	Project Phasing Limits	Total Cost + Utility Option 3	Cumulative Total	Final Design	Right-of-Way Acquisition	Utility Relocation	Streetscape Construction
1	I-40 to Patterson	5.90	5.90	2011	2011	2012	2013
	Patterson to Coliseum	1.73	7.63				
2	Coliseum to Aycock	3.19	10.82	2013	N/A*	N/A*	N/A*
3	Aycock to Eugene	4.94	15.75	2013	N/A*	N/A*	N/A*
4	Veasley to I-40	1.61	17.36	2015	N/A*	N/A*	N/A*

* Additional funding sources must be identified to fund future phases of Right-of-Way Acquisition, Utility Relocation, and Construction.

Since the November meeting, several items have been revised regarding the costs and the implementation schedule has been updated. The final implementation schedule is shown in **Table 2**.

Table 2: Proposed Implementation Schedule (January 11, 2010)							
		Opinion of Probable Construction Cost (Millions)		Completion Date			
Phase	Project Phasing Limits	Total Cost + Utility Option 3*	Cumulative Total*	Final Design	Right-of-Way Acquisition	Utility Relocation	Streetscape Construction
1	I-40 to Patterson	6.17	6.17	2011	2011	2012	2013
	Patterson to Coliseum	1.69	7.86				
2	Coliseum to Aycock	2.30	10.16	2013	N/A**	N/A**	N/A**
3	Aycock to Eugene	5.62	15.77	2013	N/A**	N/A*	N/A**
4	Veasley to I-40	1.85	17.62	2015	N/A**	N/A**	N/A**

* Additional funding sources must be identified to fund future phases of Right-of-Way Acquisition, Utility Relocation, and Construction.
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